21st USEPA International Emission Inventory Conference.
April 13-16, 2015. San Diego (California)

Session 7: Mobile sources

Development of road traffic emission inventories for urban air quality modeling in Madrid (Spain)

R. Borge, C. Quaassdorff, J. Pérez, D. de la Paz, J. Lumbreras, J.M. de Andrés, A. Narros, E. Rodríguez

Laboratory of Environmental Modelling

Technical University of Madrid (UPM)

rborge@etsii.upm.es

San Diego, California. April, 16th

OUTLINE

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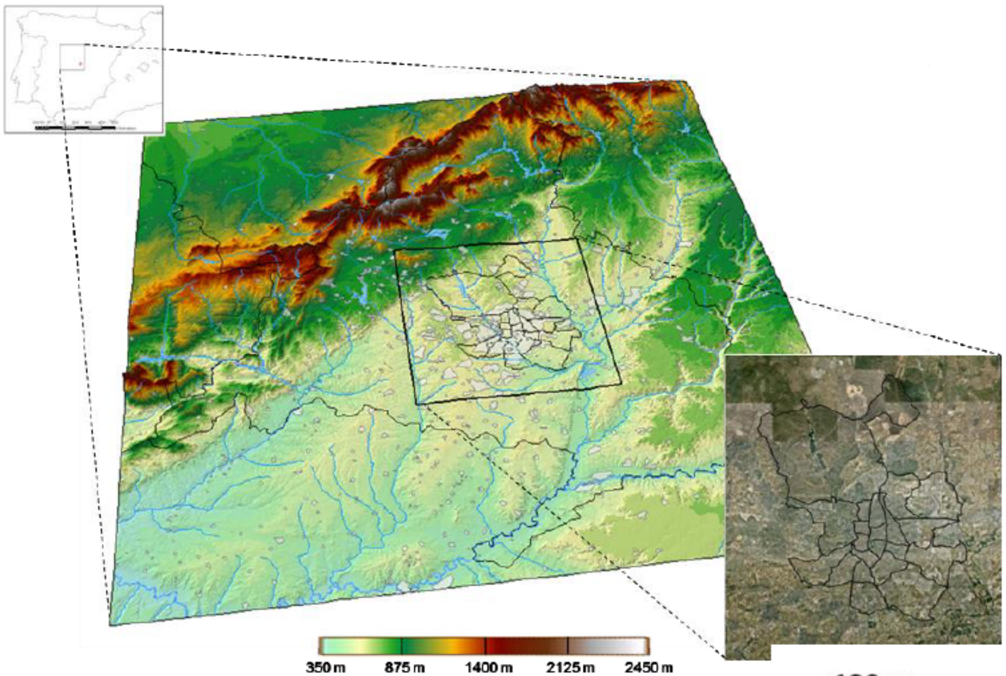
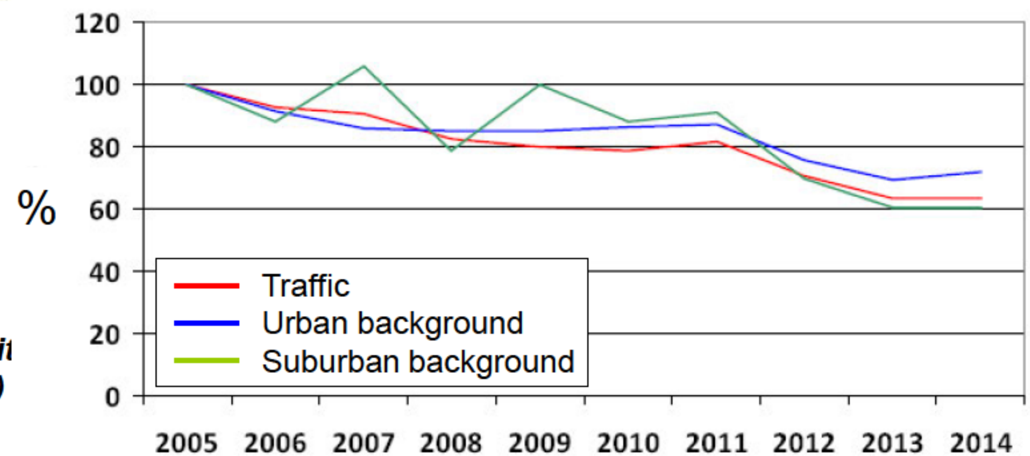
1. INTRODUCTION

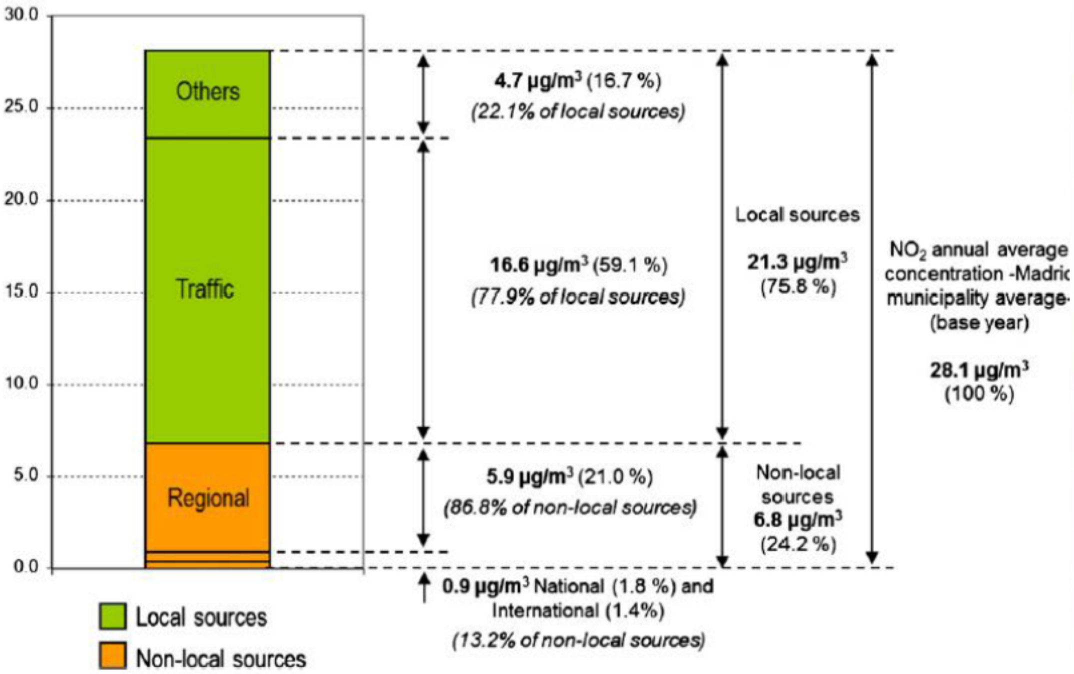


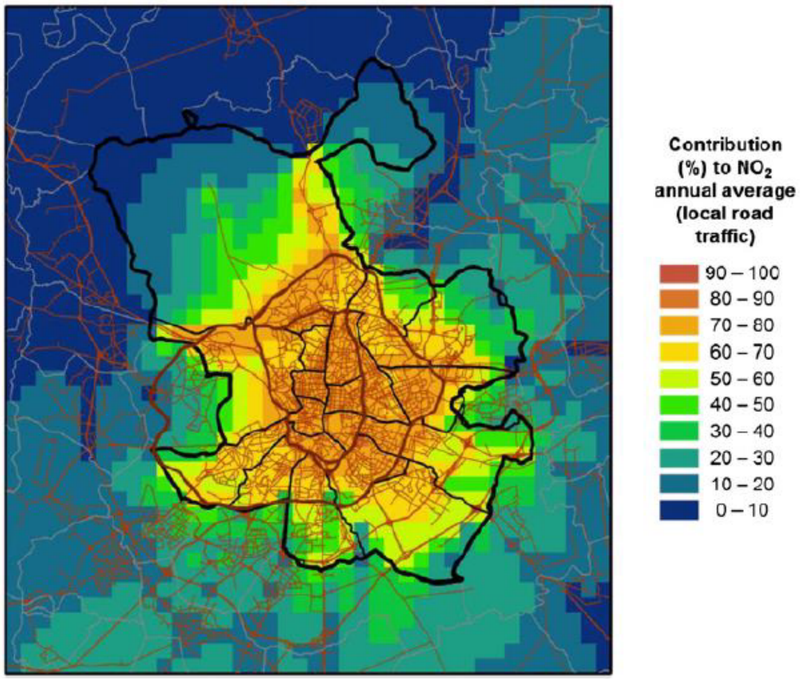
- Madrid city (Spain): 3.2 million inhabitants in the city, more than 5 million people in the metropolitan area

- Positive trend of AQ in the city. Remaining issues: NO_2



Annual evolution of NO_2 levels in Madrid cit
(average by station type; relative to 2005)



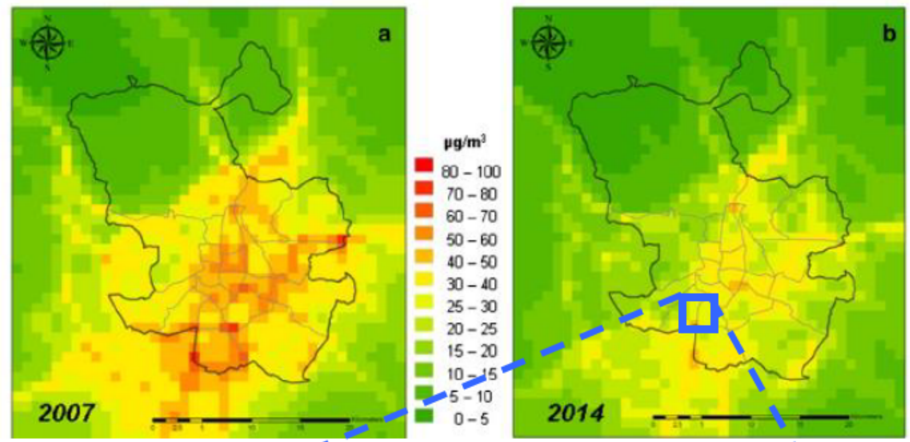


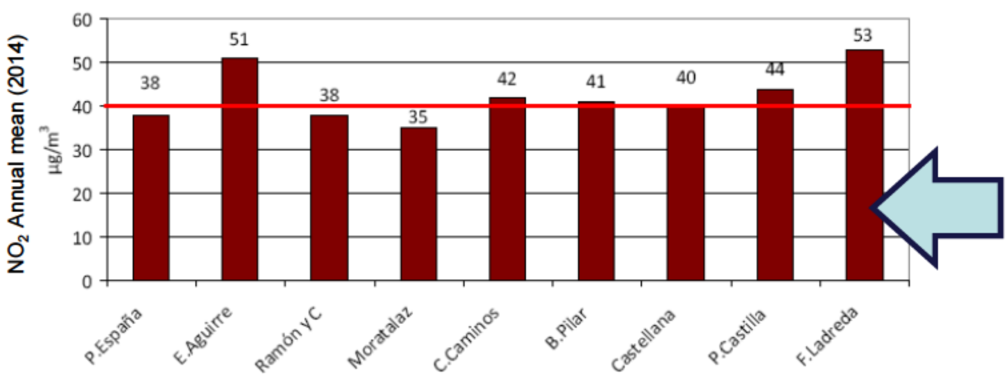
Figures from Borge et al., 2014 (STOTEN)

- The main responsible to high NO_2 ambient air concentration values is road traffic

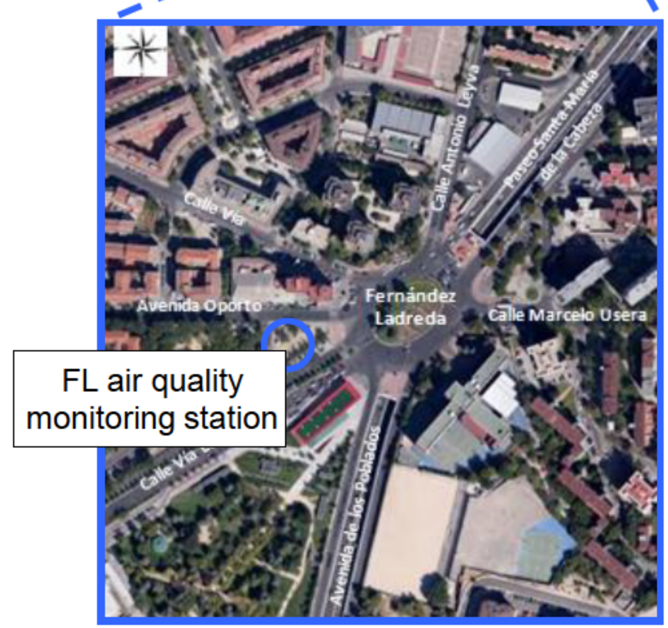
→ Accurate and updated road traffic emission inventories are needed to define and simulate abatement measures

- Emission inventories have been developed to support the simulation of city-scale measures, but also complementary local measures to deal with particular issues in specific hot-spots such as Fernandez Ladreda (FL) square





Traffic stations in the Madrid City Council Air Quality Network



2. METHODOLOGY

2.1. Emission models

•The development of emission inventories for on-road mobile sources is particularly complex, since emissions depend on multiple factors:

- road type and traffic conditions
- vehicle type, age and maintenance conditions
- driving patterns / driving stage
- meteorology

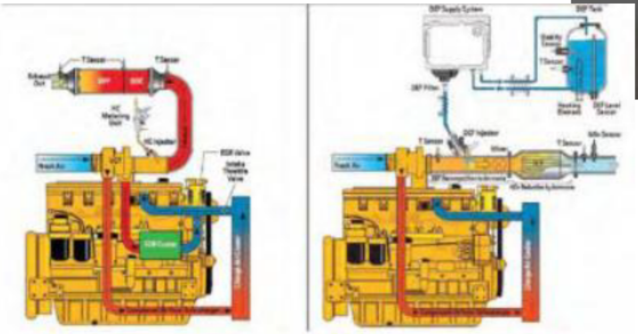


Illustration courtesy of John Deere

- There are many emission models based on alternative approaches for emission computation; according to Smit (2009):

  -'Average-speed' models (e.g. COPERT, MOBILE, EMFAC) – macroscopic description

  -'Traffic-situation' models (e.g. HBEFA, ARTEMIS) – link level

  -'Traffic-variable' models (e.g. TEE, Matzoros model) – traffic flow variables defined by macro or microscale traffic models

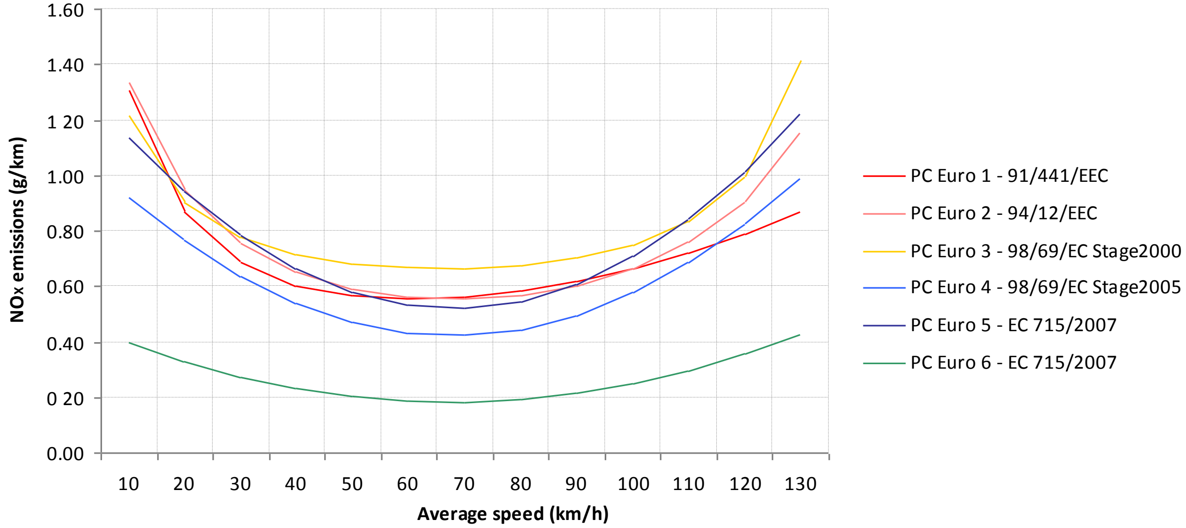
  -'Cycle-variable' models (e.g. MEASURE, VERSIT+) – individual vehicle driving patterns

  -'Modal' models – engine operation, also microscale approach

- The choice of the modeling approach would depend on the purpose of the computation (detail needed, scale of interest, etc)

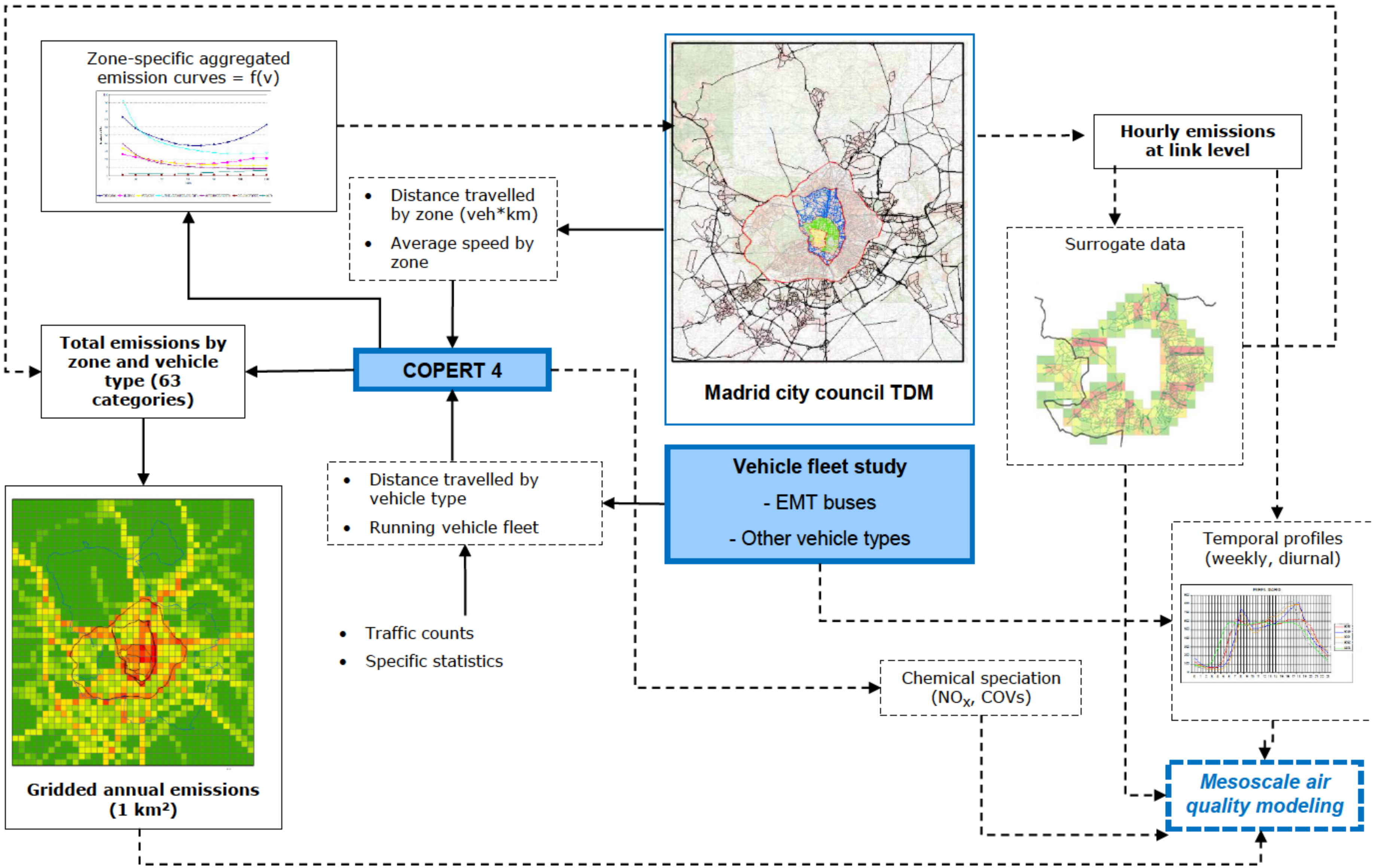
- The COPERT model (COmputer Programme to calculate Emissions from Road Transport) (currently v.4.11) is the reference model according to the EMEP/EEA methodology for the computation of road traffic emission inventories in Europe

- Average speed model, more than 100 vehicle categories



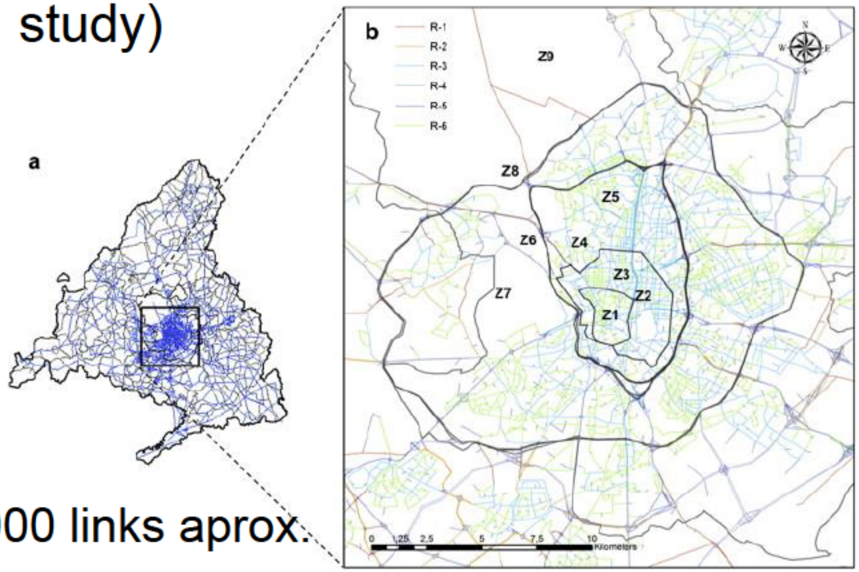
- It has been integrated with the regional traffic model (TDM) for emission computation at link level

Mesoscale road traffic emission computation scheme

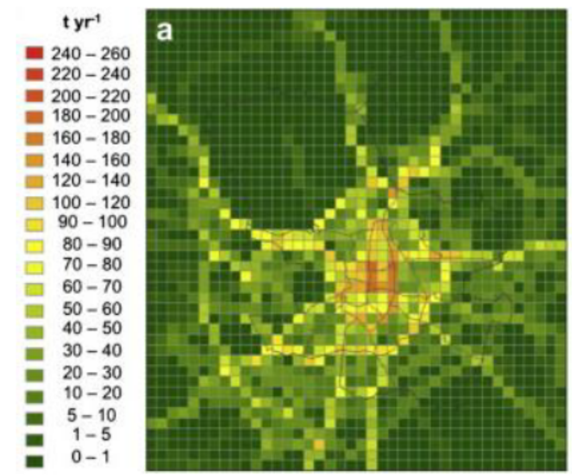


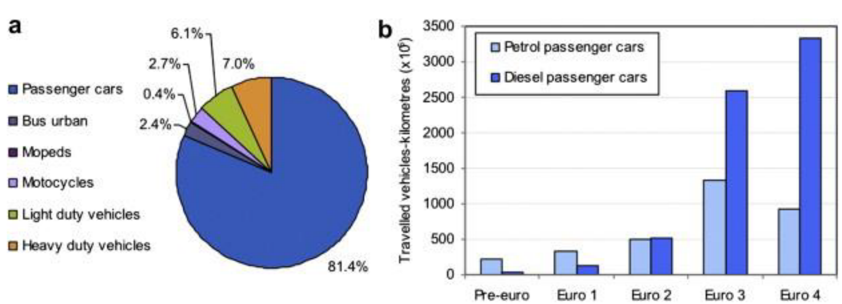
- Link-level, 1h intensity and speed from a macroscopic traffic model

- Fleet composition and age from field campaigns (characterization study)



15 000 links aprox.



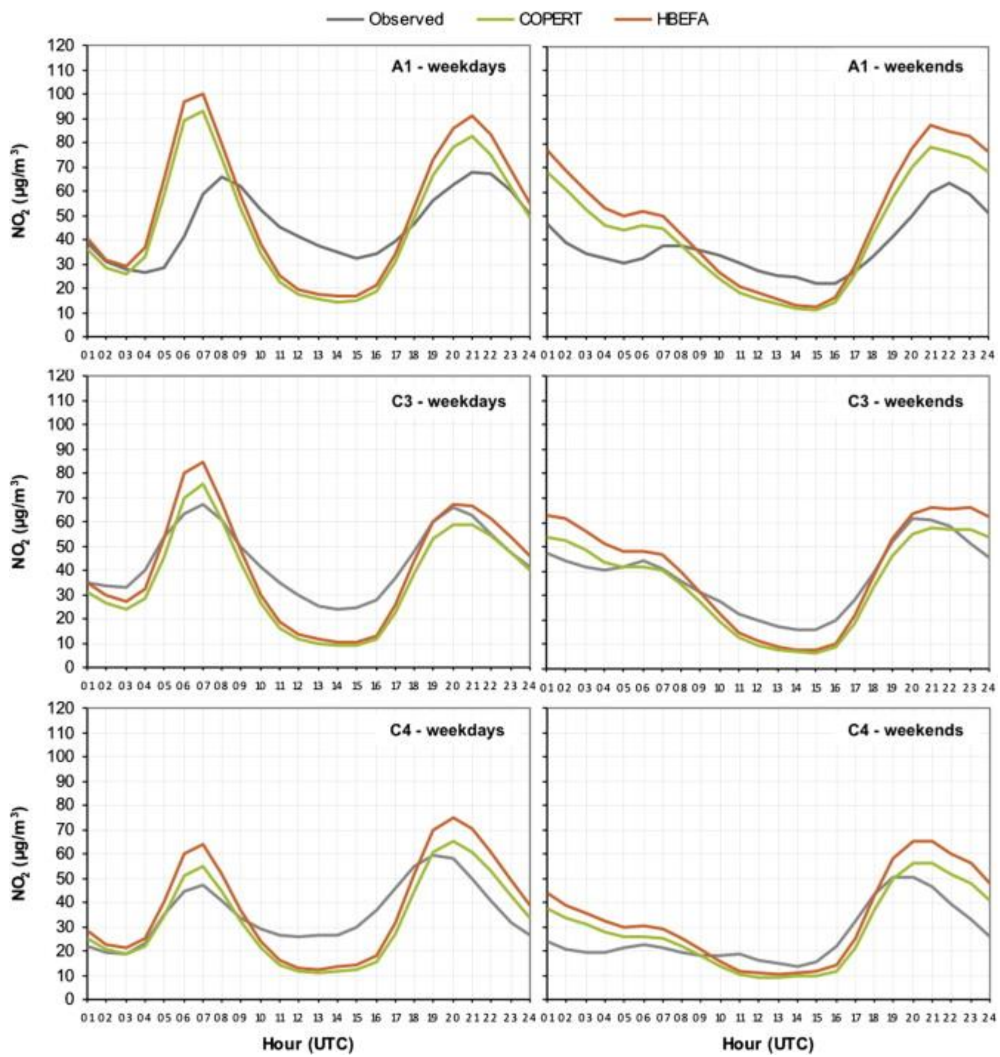


Figures from Borge et al., 2012 (AtmosEnv)

- Fleet composition is a key input for emission computation and also from the policy making perspective

- Outputs from COPERT are routinely used for the compilation of the Madrid emission inventory and mesoscale modeling activities (e.g. Madrid's Air Quality Plan)

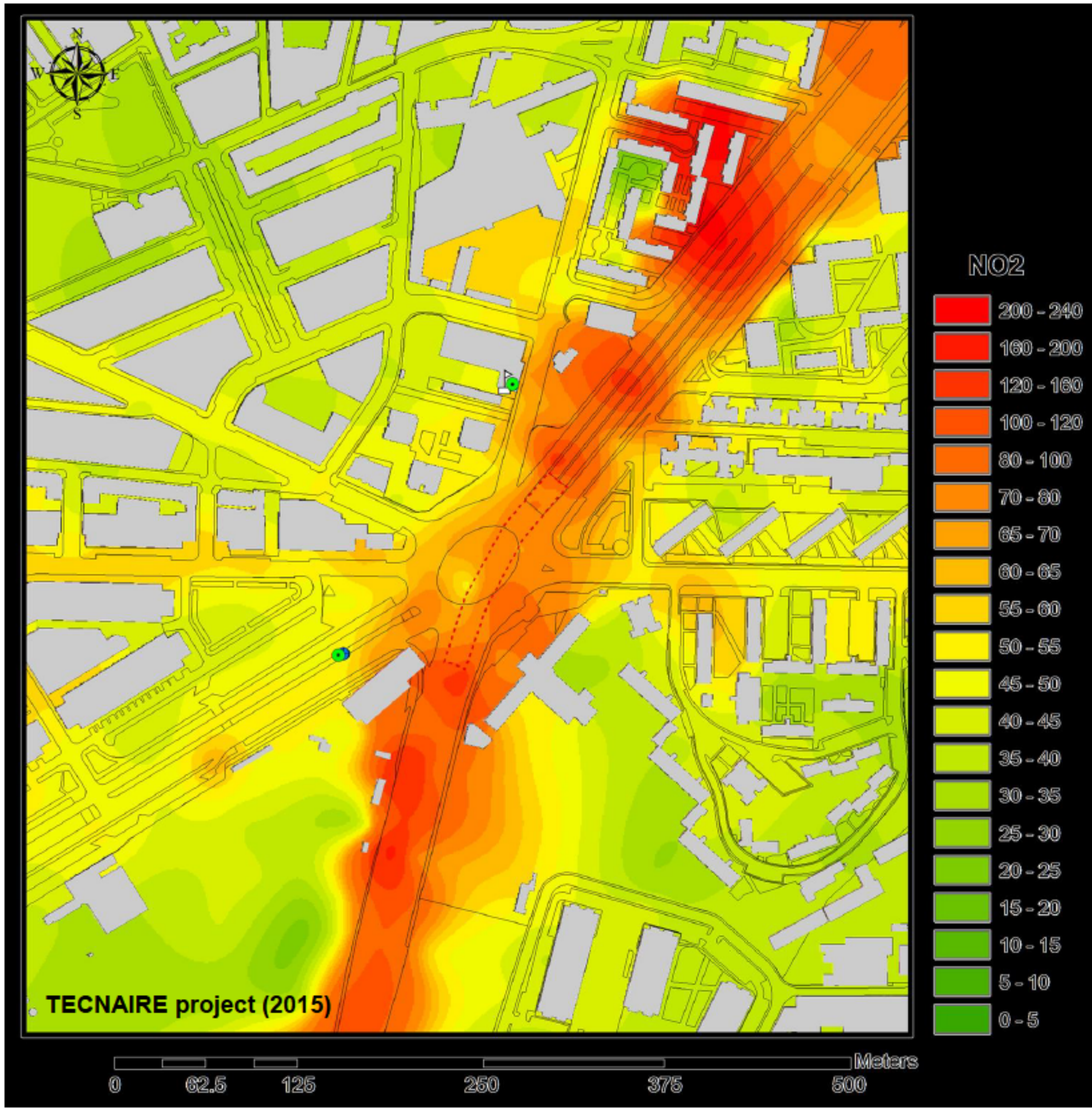
- It has been found to perform reasonably well and similar to traffic-situation models (HBEFA)



Figures from Borge et al., 2012 (AtmosEnv)

Microscale emission computation

- Further computation detail is needed to understand pollution dynamics in urban hot-spots (e.g. FL square; a heavily-trafficked roundabout)
- High temporal and spatial resolution emissions from cycle-variable models are needed to simulate air quality at this scale



- Computation of microscale emissions require additional information to describe the behaviour of single vehicles to produce individual braking-acceleration patterns

- The PTV VISSIM 6.00-19 microscale traffic flow model was selected to generate realistic traffic data

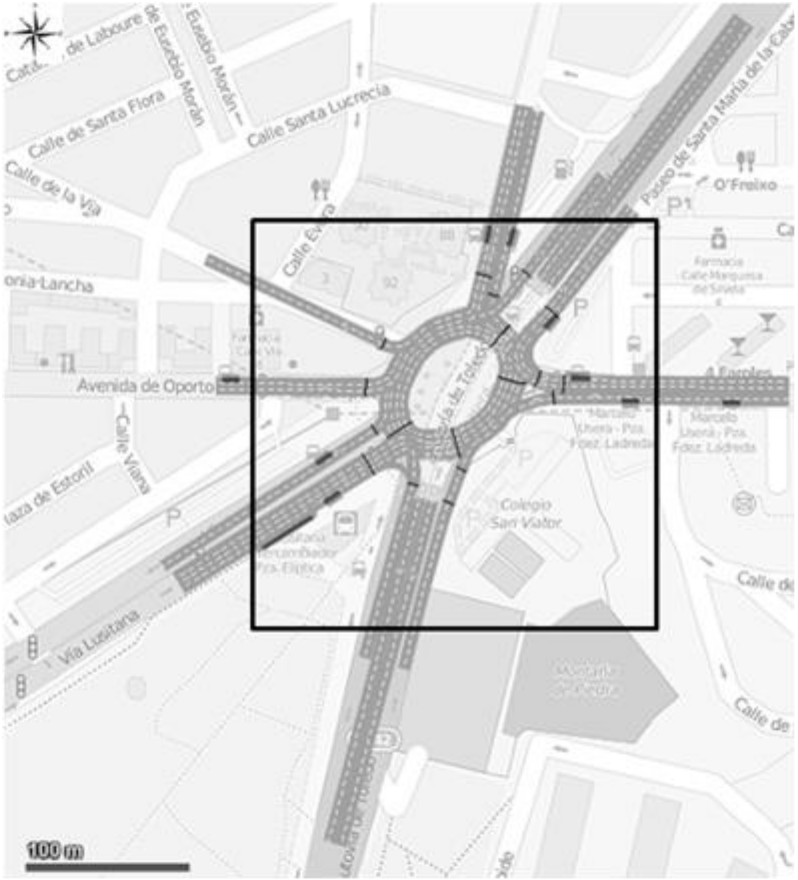
- In addition to fleet composition this model needs information on:

  - Detailed network definition

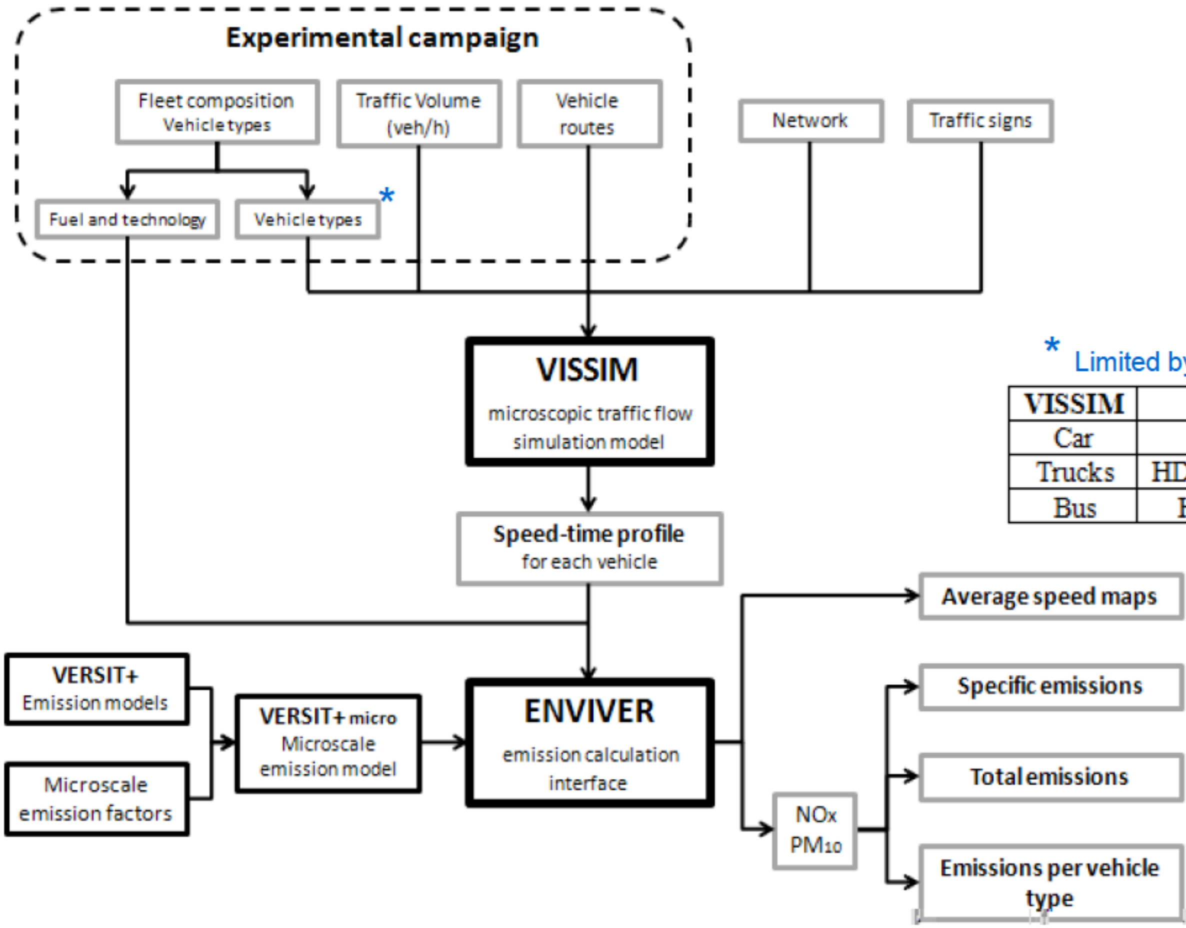
  - Vehicle fluxes and routes within the modeling domain

  - Traffic signs

  - Traffic lights phases



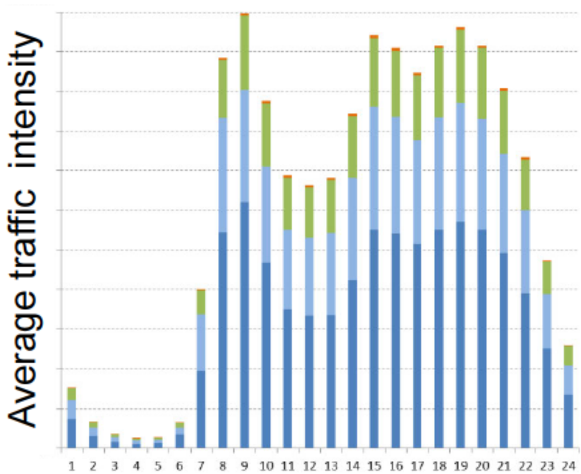
- Emissions are computed through VERSIT+ emission factors
- The link between traffic variables and emission factors is done by the ENVIVER interface



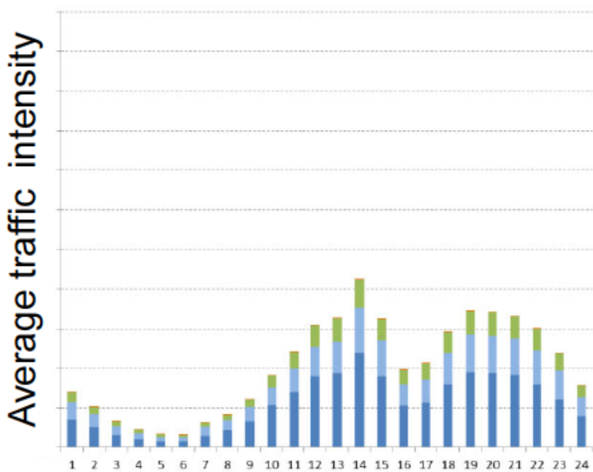
* Limited by VERSIT+ classes

VISSIM	VERSIT+
Car	LD_City_2013
Trucks	HD_Medium_City_2013
Bus	HD_Bus_City_2013

- 12 scenarios were selected to perform 1-h length simulations
- Representative of working and weekend days, peak and valley hours



Week days



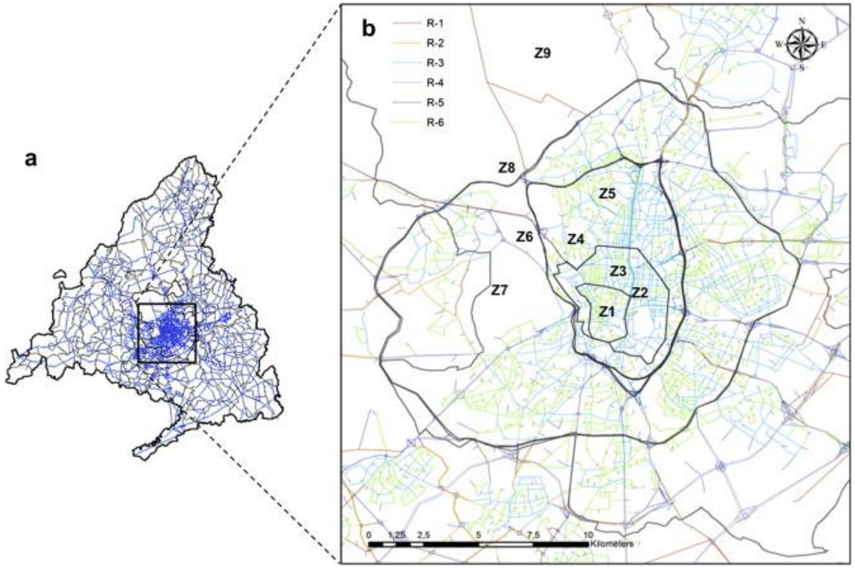
Weekends

Day	Hour	Scenario
Wednesday 22/05/2013	4:00-5:00	E1
	8:00-9:00	E2
	14:00-15:00	E3
	19:00-20:00	E4
Friday 24/05/2013	4:00-5:00	E5
	8:00-9:00	E6
	14:00-15:00	E7
	19:00-20:00	E8
Sunday 26/05/2013	4:00-5:00	E9
	8:00-9:00	E10
	14:00-15:00	E11
	19:00-20:00	E12

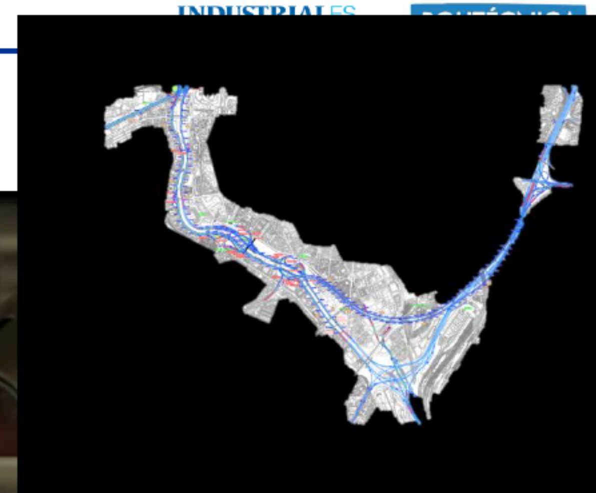
Madrid municipality
Other provinces
Madrid Greater Region - others
Unknown

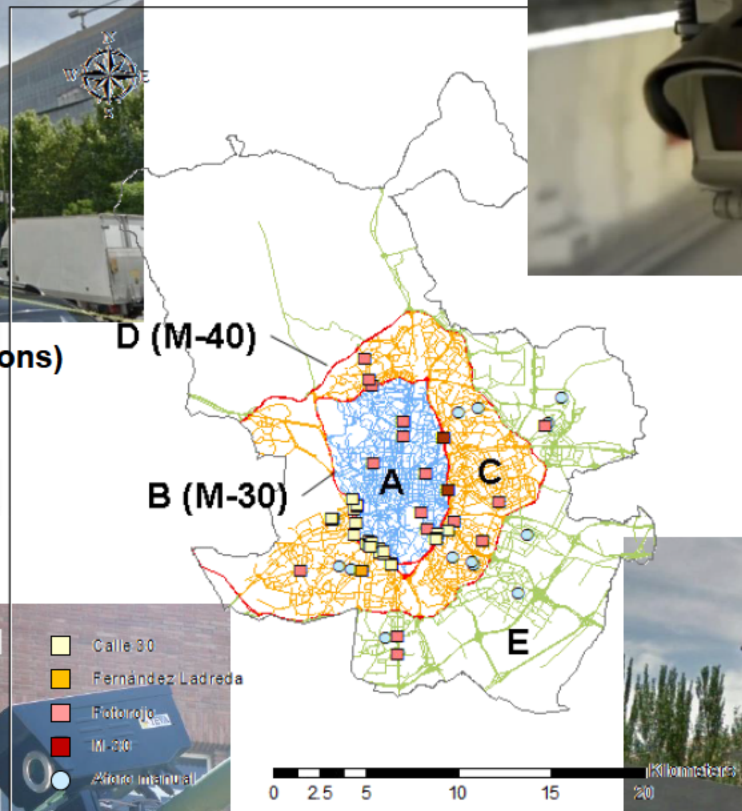
2.2. Measurement campaign

- A 10-day field campaign (May 22-June 2, 2013) was carried out to:
  - update vehicle fleet characterization in Madrid and in FL specifically
  - detailed traffic flows within the microscale modeling domain



- The sampling points were selected to be representative of each of the areas defined in the TDM (merged into 5: A to E)
- Already available equipment was used as much as possible
- Additional cameras were only deployed in FL





Red-light cameras (17 locations)

Calle 30 cameras (tunnels) (34 loc.)

Manual sampling (13 locations)

M-30 cameras (2 locations)

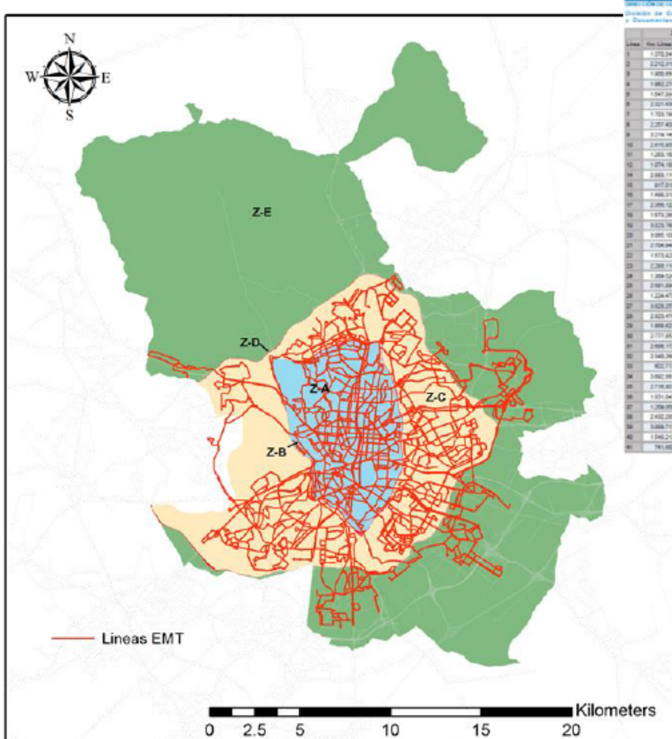
FL cameras (2 locations)

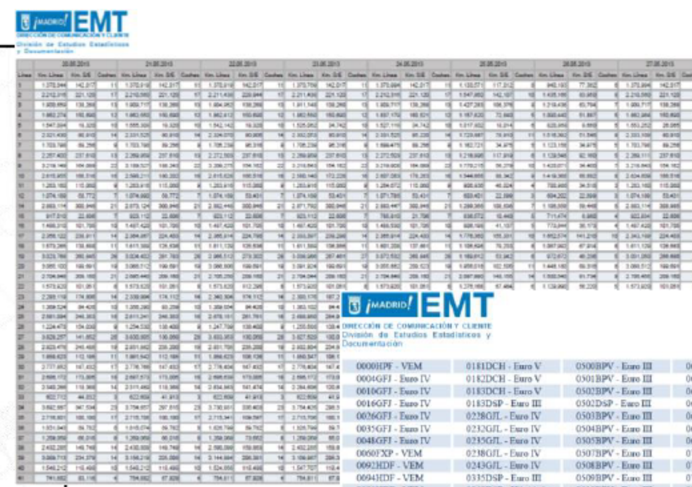
- Public buses were excluded. This information was provided by the Municipal Transport Company (EMT):

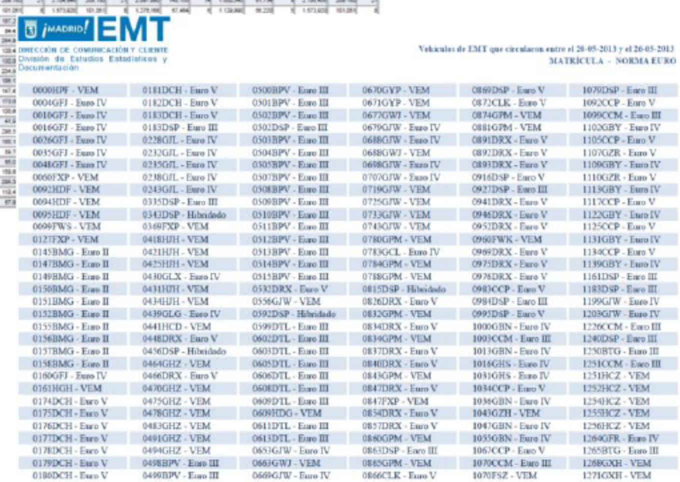
    - number and mileage of buses on each line

    - detailed routes and frequency in each line

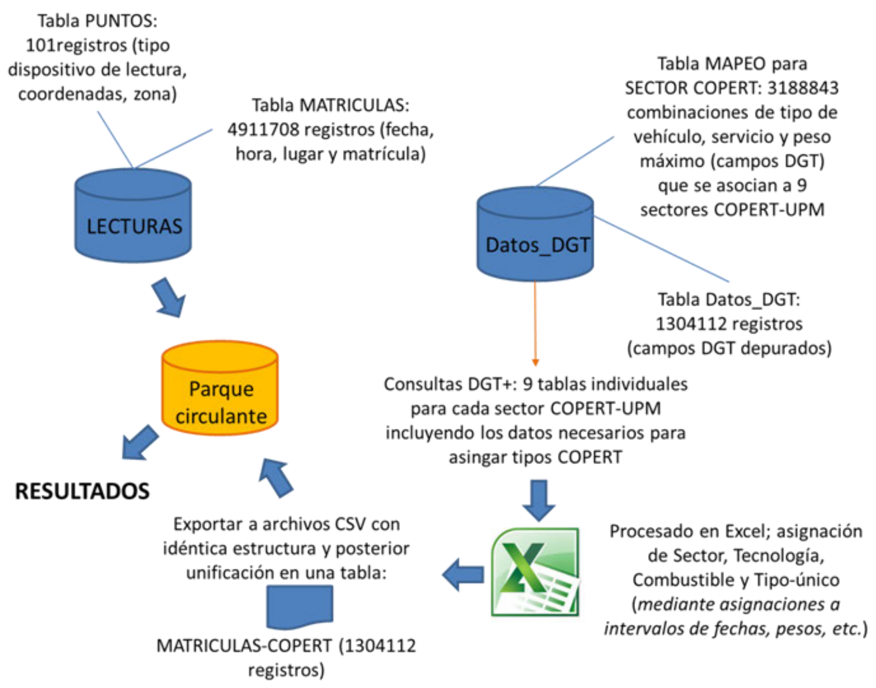
    - plate number and characteristics of each bus







- A total of 4,911,708 plate readings was made during the campaign
- Up to 1,304,112 different plates were identified (after data cleaning and duplicates removal)
- Vehicle information was retrieved from the vehicle registration database managed by the national traffic authority (DGT):
  - date of first registration
  - brand and model
  - vehicle type (segment)
  - service (public / private)
  - number of seats / weight
  - engine size
  - propulsion technology
  - hybrid indicator (yes/no)
  - ZIP codes (vehicle & owner)



- Vehicles were mapped into COPERT categories (plus some others interesting for policy purposes; e.g. taxis)

- 199 vehicle type in this study

COPERT Sector	Fuel/ Propulsion	Emission standards	European Emission Standard time frame			
Light commercial vehicles < 3.5t	Gasoline	Conventional	- 1992			
		Euro 1 - 93/59/EEC	1993 – 1996			
		Euro 2 - 96/69/EC	1997 – 1999			
		Euro 3 - 98/69/EC S 2000	2000 – 2004			
		Euro 4 - 98/69/EC S 2005	2005 – 2010			
		Euro 5 - 715/2007/EC S 2011	2011 – 2014			
		Euro 6 - 715/2007/EC S 2015	2015 -			
	Diesel	Conventional	- 1992			
		Euro 1 - 93/59/EEC	1993 – 1996			
		Euro 2 - 96/69/EC	1997 – 1999			
		Euro 3 - 98/69/EC S 2000	2000 – 2004			
		Euro 4 - 98/69/EC S 2005	2005 – 2010			
		Euro 5 - 715/2007/EC S 2011	2011 – 2014			
		Euro 6 - 715/2007/EC S 2015	2015 -			
Heavy-duty trucks	Gasoline	Conventional				
> 3.5t	Diesel		<=7.5t	7.5t- 16t	16t - 32t	>32t
		Conventional	- 1991	- 1991	- 1991	- 1991
		Euro I - 91/542/EEC S I	1992 - 1994	1992 - 1994	1992 - 1994	1992 - 1994
		Euro II - 91/542/EEC S II	1995 - 1999	1995 - 1999	1995 - 1999	1995 - 1999
		Euro III - 1999/96/EC S I	2000 - 2004	2000 - 2004	2000 - 2004	2000 - 2004
		Euro IV - 1999/96/EC S II	2005 – 2007	2005 – 2007	2005 – 2007	2005 – 2007
		Euro V - 1999/96/EC S III	2008 -	2008 -	2008 -	2008 -
		Euro VI – not proposed				
Buses	Diesel		Urban		Coaches	
		Conventional	- 1991		- 1991	
		Euro I - 91/542/EEC S I	1992 – 1994		1992 - 1994	
		Euro II - 91/542/EEC S II	1995 – 1999		1995 - 1999	
		Euro III - 1999/96/EC S I	2000 – 2004		2000 - 2004	
		Euro IV - 1999/96/EC S II	2005 – 2007		2005 – 2007	
		Euro V - 1999/96/EC S III	2008		2008	
		Euro VI – not proposed				
	Gas natural	Euro I - 91/542/EEC S I	1992 – 1994			
		Euro II - 91/542/EEC S II	1995 – 1999			
		Euro III - 1999/96/EC S I	2000 – 2004			
		Euro IV - 1999/96/EC S II	2006 -			
		Euro V - 1999/96/EC S III	2009 -			
		EEV – 1999/96/EC	2000 -			
Mopeds < $50cm^3$	Gasoline	Conventional	- 1998			
		Euro 1 - 97/24/EC S I	1999 - 2001			
		Euro 2 - 97/24/EC S II	2002 -			
		Euro 3 - Proposed				
Motorcycles	Gasoline		2-stroke > $50cm^3$	4-stroke 50–$250cm^3$	4-stroke 250–$750cm^3$	4-stroke > $750cm^3$
		Conventional	- 1998	- 1998	- 1998	- 1998
		Euro 1 - 97/24/EC	1999 - 2002	1999 – 2002	1999 – 2002	1999 - 2002
		Euro 2 - 2002/51/EC S I	2003 - 2005	2003 – 2005	2003 – 2005	2003 - 2005
		Euro 3 - 2002/51/EC S II	2006 -	2006 -	2006 -	2006 -

COPERT Sector	Fuel/ Propulsion	Emission standards	European Emission Standard time frame		
Passenger cars	Gasoline		< 1.4l	>=1.4l y <=2.0l	> 2.0l
		PRE ECE	- 1971	- 1971	- 1971
		ECE 15/00-01	1972 – 1977	1972 - 1977	1972 - 1977
		ECE 15/02	1978 – 1979	1978 - 1979	1978 - 1979
		ECE 15/03	1980 – 1984	1980 - 1984	1980 - 1984
		ECE 15/04	1985 – 1992	1985 - 1992	1985 - 1989
		Euro 1 - 91/441/EEC	1993 – 1996	1993 - 1996	1990 - 1996
		Euro 2 - 94/12/EC	1997 – 1999	1997 - 1999	1997 - 1999
		Euro 3 - 98/69/EC S 2000	2000 – 2004	2000 - 2004	2000 - 2004
		Euro 4 - 98/69/EC S 2005	2005 – 2010	2005 – 2010	2005 – 2010
		Euro 5- 715/2007/EC S 2011	2011 – 2014	2011 – 2014	2011 – 2014
		Euro 6 - 715/2007/EC S 2015	2015 -	2015 -	2015 -
		2-stroke engine			
	Diesel		<=2.0l		> 2.0l
		Conventional	- 1992		- 1992
		Euro 1 - 91/441/EEC	1993 – 1996		1993 – 1996
		Euro 2 - 94/12/EC	1997 – 1999		1997 – 1999
		Euro 3 - 98/69/EC S 2000	2000 – 2004		2000 – 2004
		Euro 4 - 98/69/EC S 2005	2005 – 2010		2005 – 2010
		Euro 5 - 715/2007/EC S 2011	2011 – 2014		2011 – 2014
		Euro 6 - 715/2007/EC S 2015	2015 -		2015 -
	LPG	Conventional	- 1992		
		Euro 1 - 91/441/EEC	1993 - 1996		
		Euro 2 - 94/12/EC	1997 - 1999		
		Euro 3 - 98/69/EC S 2000	2000 - 2004		
		Euro 4 - 98/69/EC S 2005	2005 -		
	Hybrid	Euro 4 - 98/69/EC S 2005	2005 -		

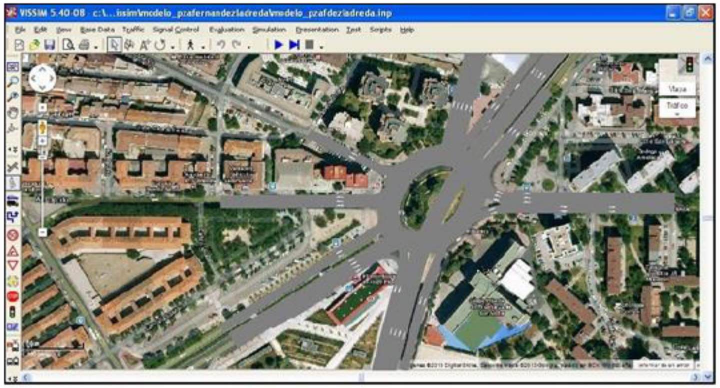
- Individual readings were merge by vehicle type and zone to get a “standard vehicle” by zone

- Total mileage in each zone was not estimated but taken from the TDM

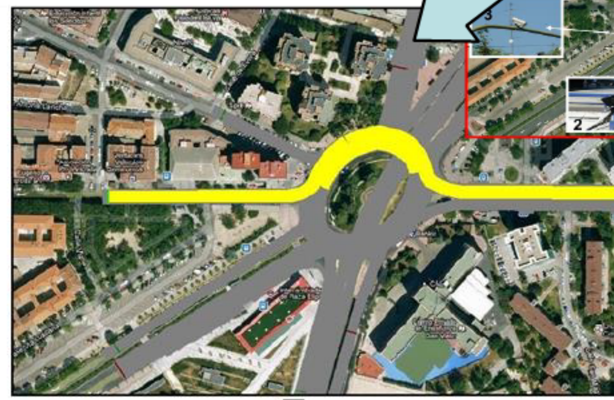
Additional data for the microscale simulation

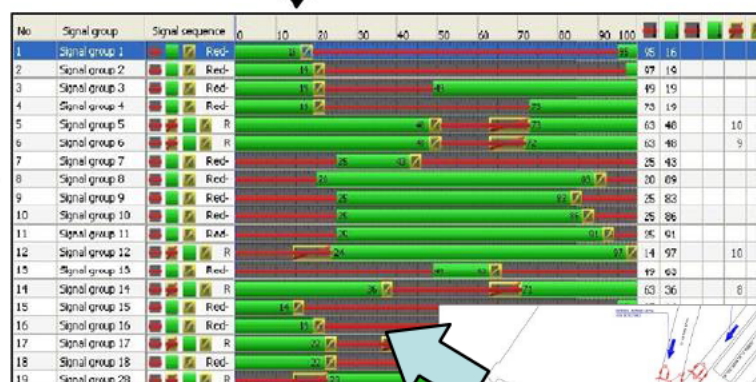
- Video cameras (don't read plates) to account for vehicle fluxes in each possible route in the area of interest (FL square): movements

Detailed network (lanes):
19 links, 22 connectors

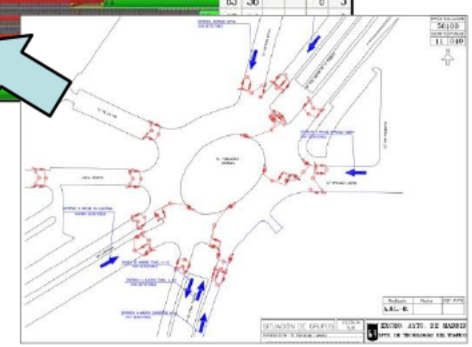


Movements

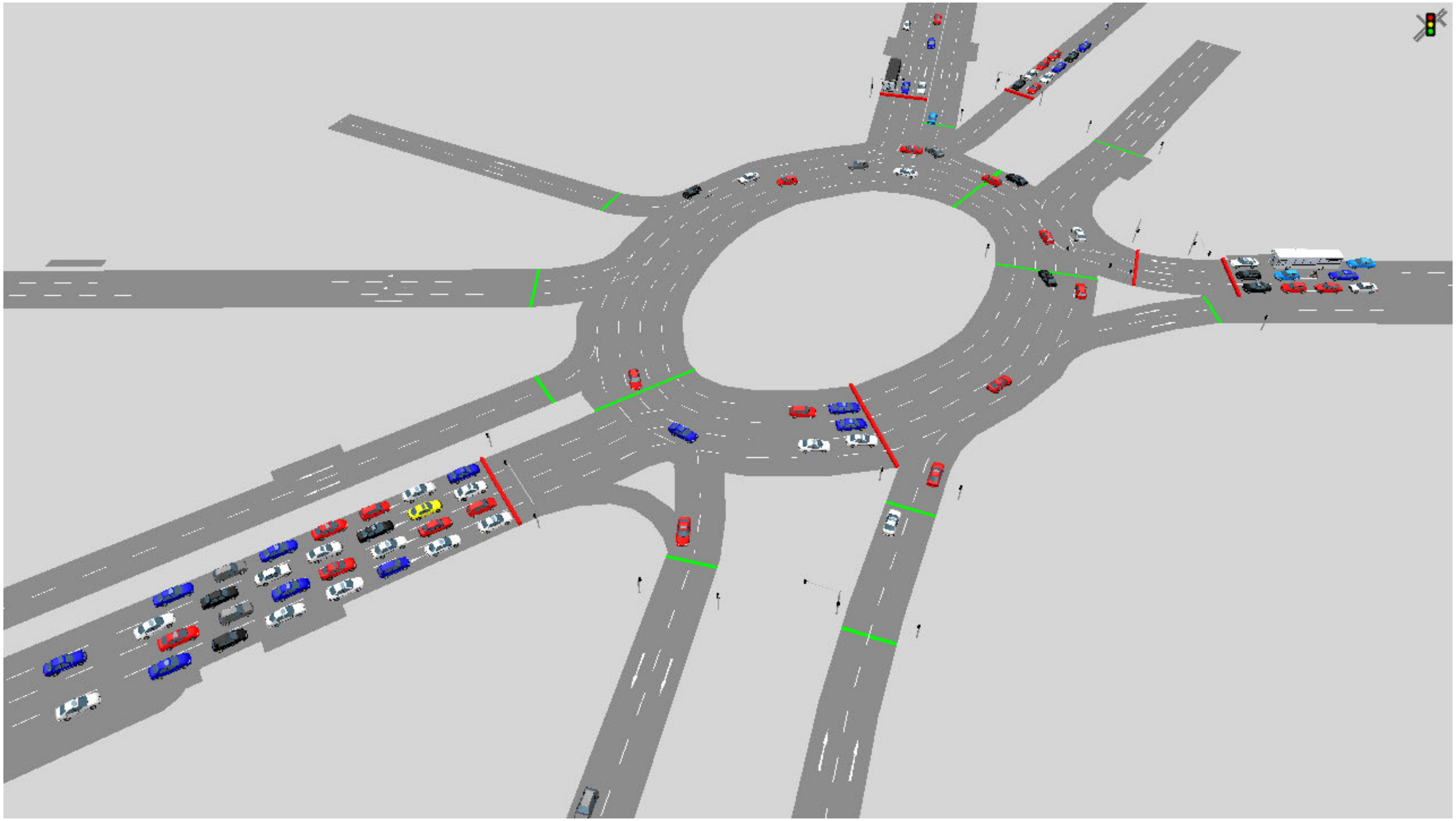




EMT buses



Traffic lights location and phases



3. RESULTS AND DISCUSSION

Fleet composition and emissions in Madrid

- Despite a decreasing tendency, road traffic is still the main contributor of emissions in Madrid city (year 2013):

  - 56.3 % of NO_X

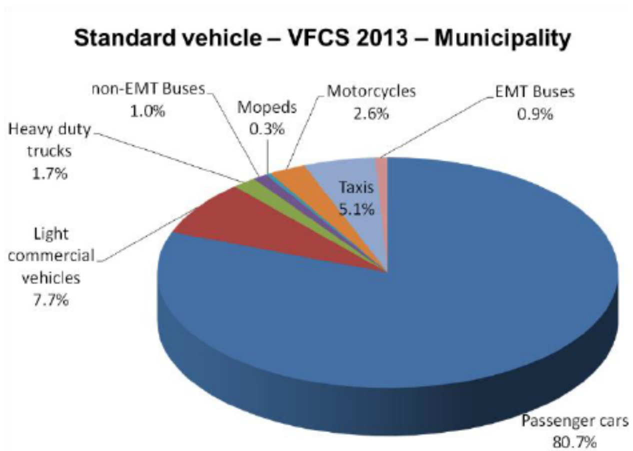
  - 65.1 % of $PM_{2.5}$ (exhaust)

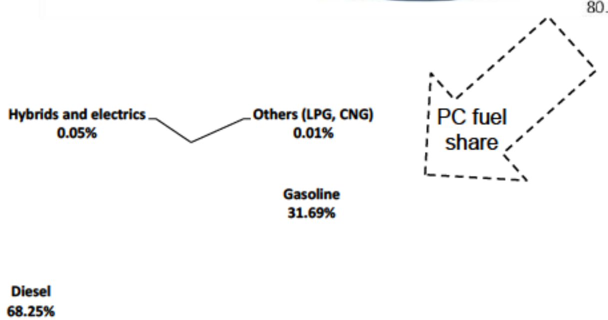
  - 40.6 % of CO_2

Pollutant	Emission	Unit
CH_4	170	t
CO	6,524	t
CO_2	2,339	kt
COVNM	2,532	t
N_2O	79	t
NH_3	134	t
NO_X	7,992	t
PM_{10}	624	t
$PM_{2.5}$	473	t
SO_2	14	t

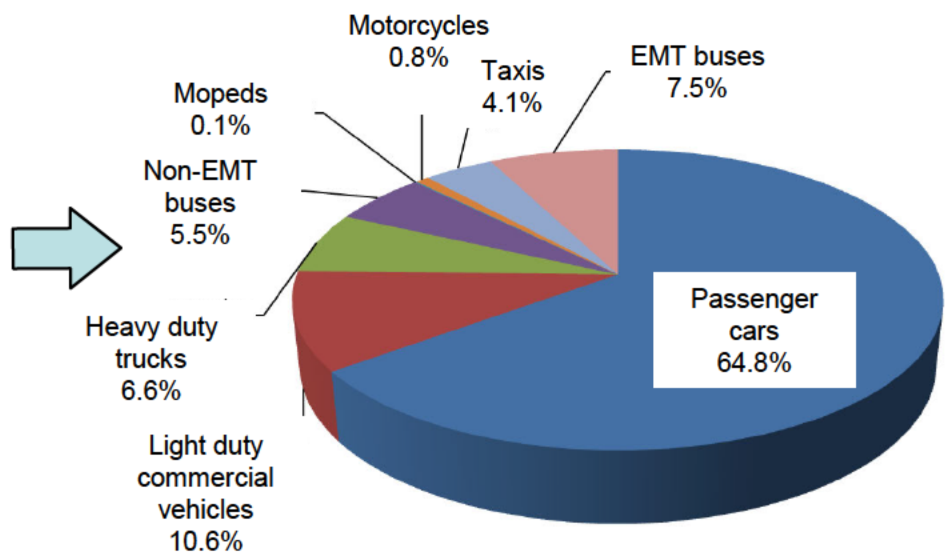
• Fleet composition and emissions dominated by diesel passenger cars:

Mileage distribution





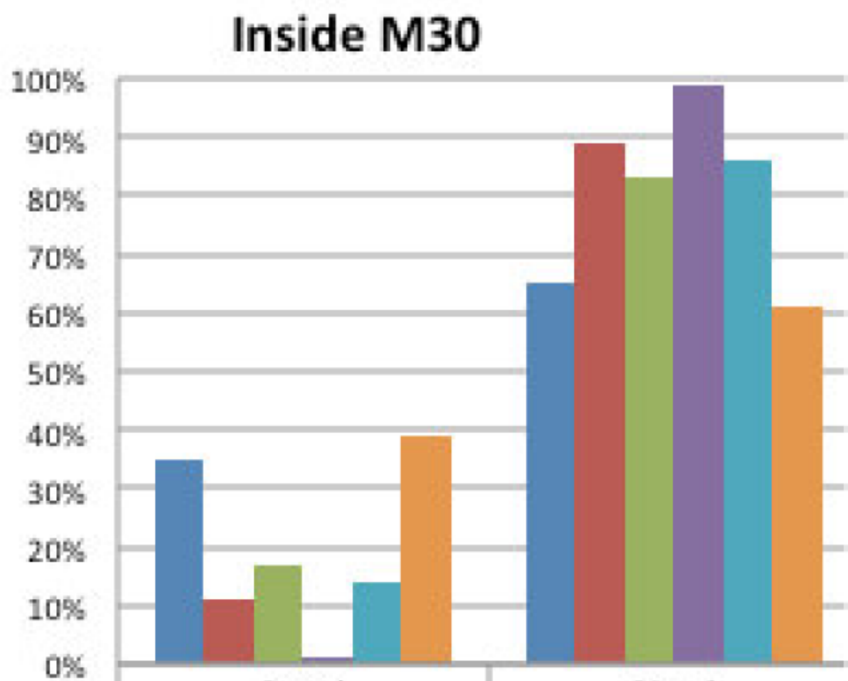
NOx emissions - Municipality



- NO_X emissions are driven, basically, by diesel vehicles (89%) (99% of NO_2)

- PM emissions are also generated by diesel vehicles (86%)

- Gasoline influence on CO_2 emissions is higher than corresponding mileage share (39%)



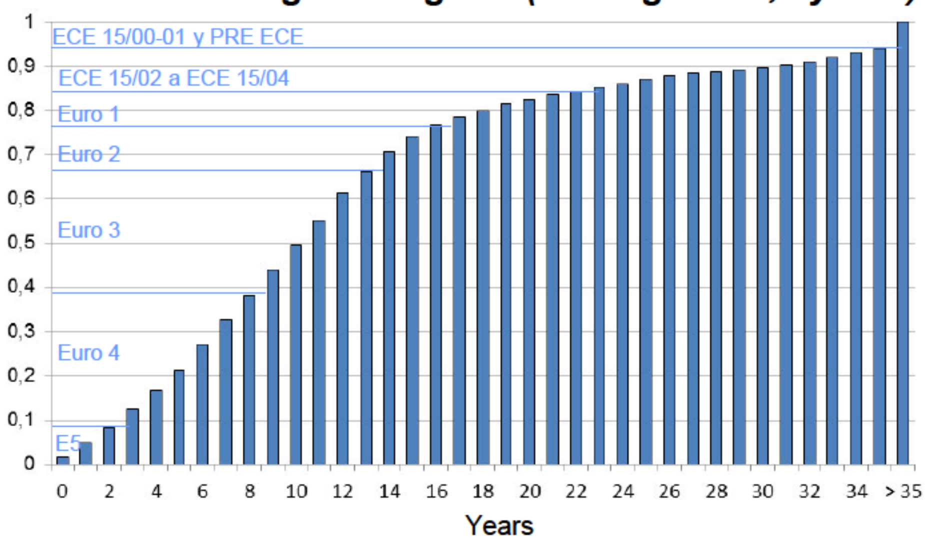
	Petrol	Diesel	Hybrid & Electric	Other
Mileage	34,74%	65,16%	0,08%	0,02%
NOx	11,01%	88,99%	0,00%	0,00%
NO	17,00%	82,99%	0,00%	0,00%
NO2	1,03%	98,97%	0,00%	0,00%
PM exhaust	13,94%	86,04%	0,02%	0,01%
CO2	38,79%	61,17%	0,03%	0,01%

Source: Lumbreras et al., 2014

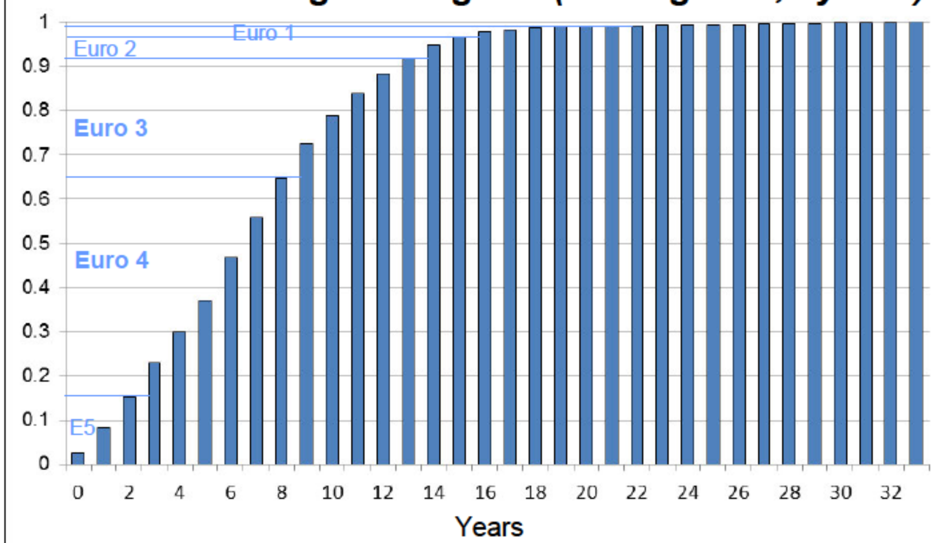
- Average age has considerably increase (from the last, pre-crisis, fleet characterization study)

	Average age (years)	*Previous study (2009)*
Passenger cars	9.3	*5.7*
Light commercial vehicles	10.0	*5.1*
Heavy-duty trucks	10.8	*6.8*
Buses	8.1	*6.2*
Motorcycles	9.8	*3.1*
Taxis	4.4	-

Gasoline cars age histogram (Average = 13,0 years)

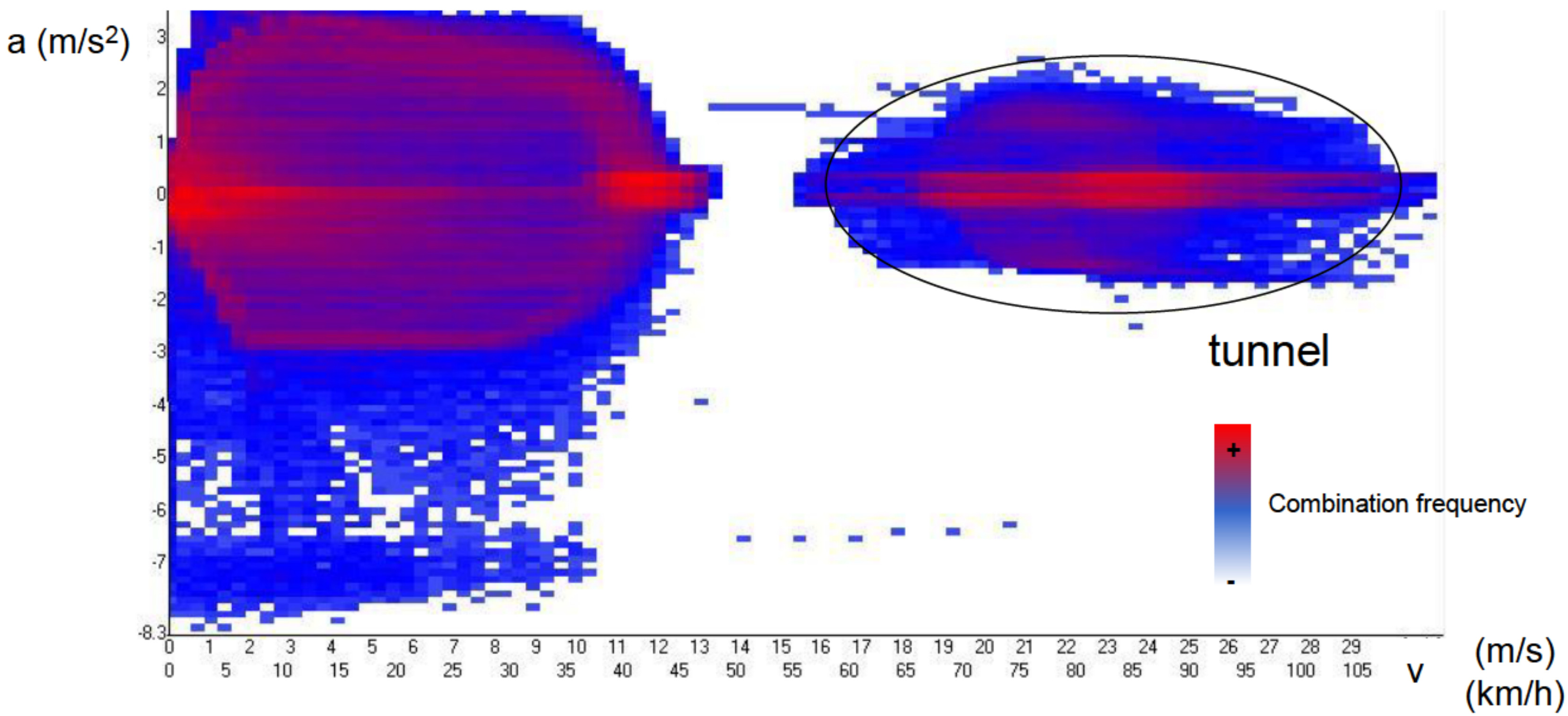


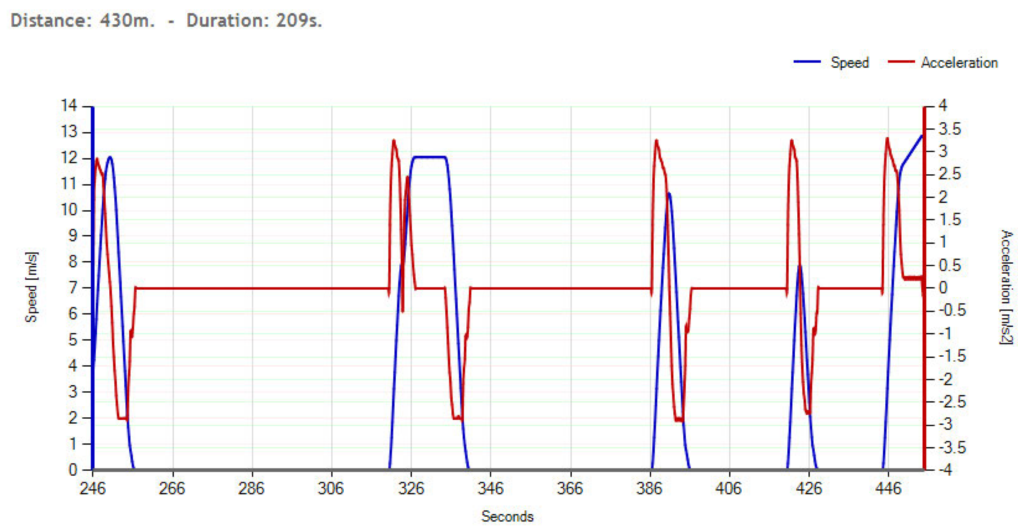
Diesel cars age histogram (Average = 7,2 years)



Microscale emission simulation in Fernández Ladreda square

- The 12 simulations were successfully performed
- The model produces individual speed and acceleration patterns for every vehicle trip with a 0.2 sec. resolution

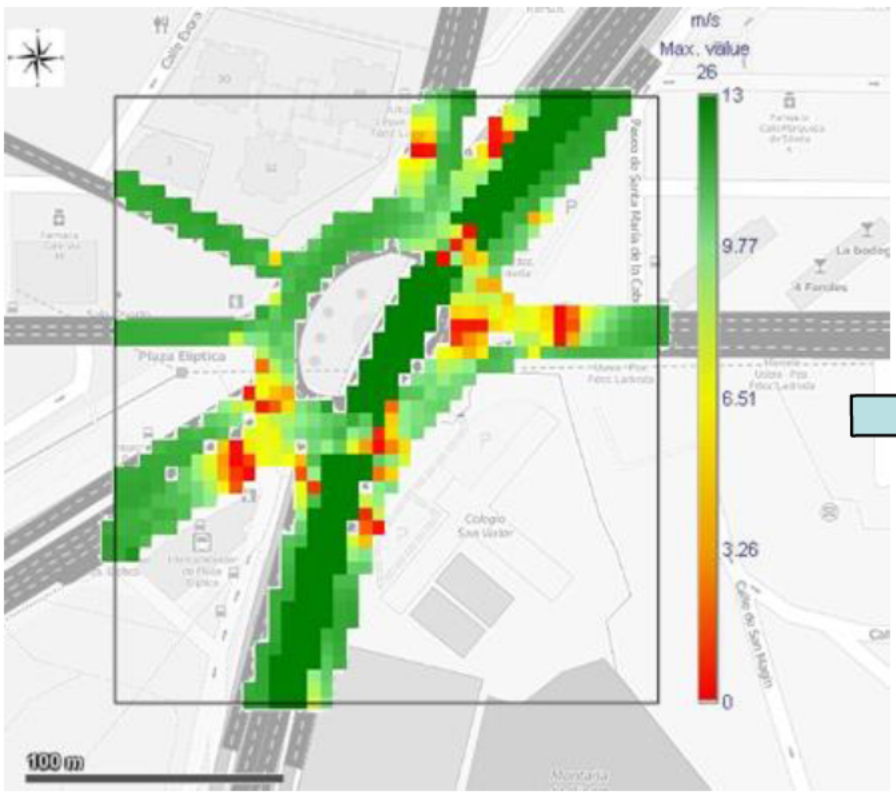




Result example: speed-acceleration graphic of a passenger car for a given trip in the E9 scenario

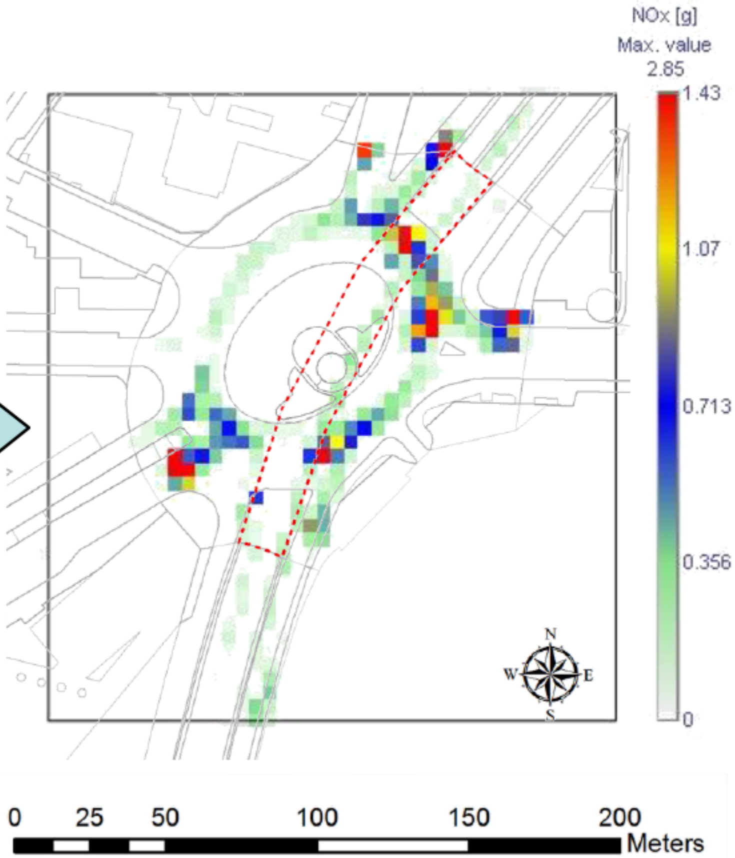
- This information is processed by ENVIVER to produce very high resolution emissions
- The result need to be aggregated in time as needed (requirements of the air quality model to be coupled)
- Emissions for every trip in each scenario were computed and the results were aggregated for the whole hour period for comparison (and 5 m horizontal resolution)

- Hourly average speed was also computed in order to compare the results with COPERT

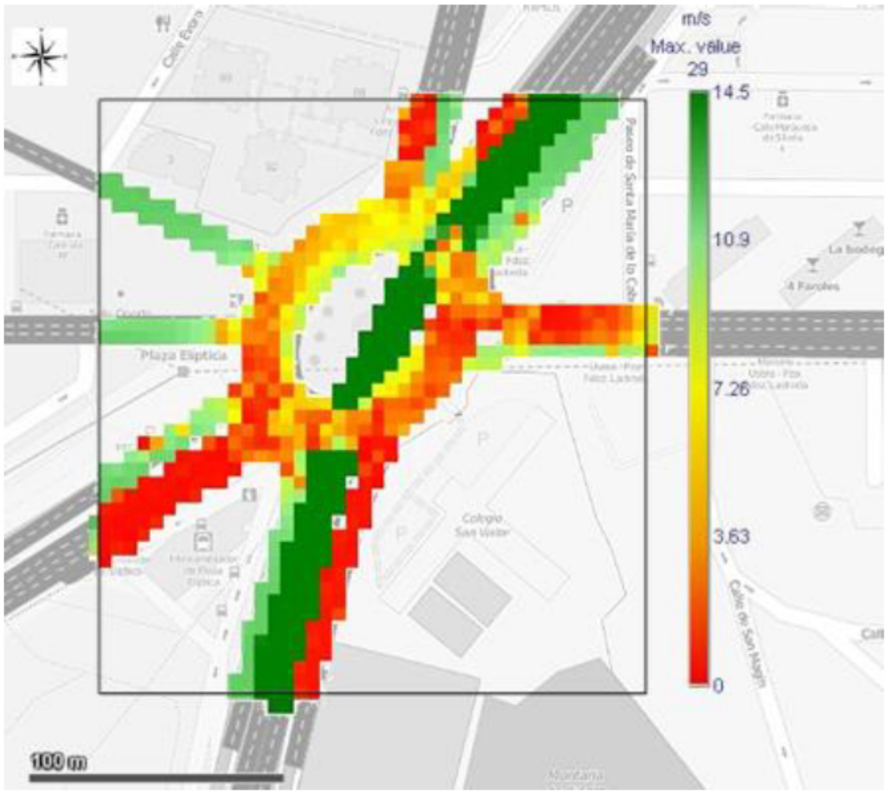


Average speed (E1): low traffic intensity, freeflow (Wednesday 4:00-5:00 AM)

NO_X emissions (E1): 111 gr/h

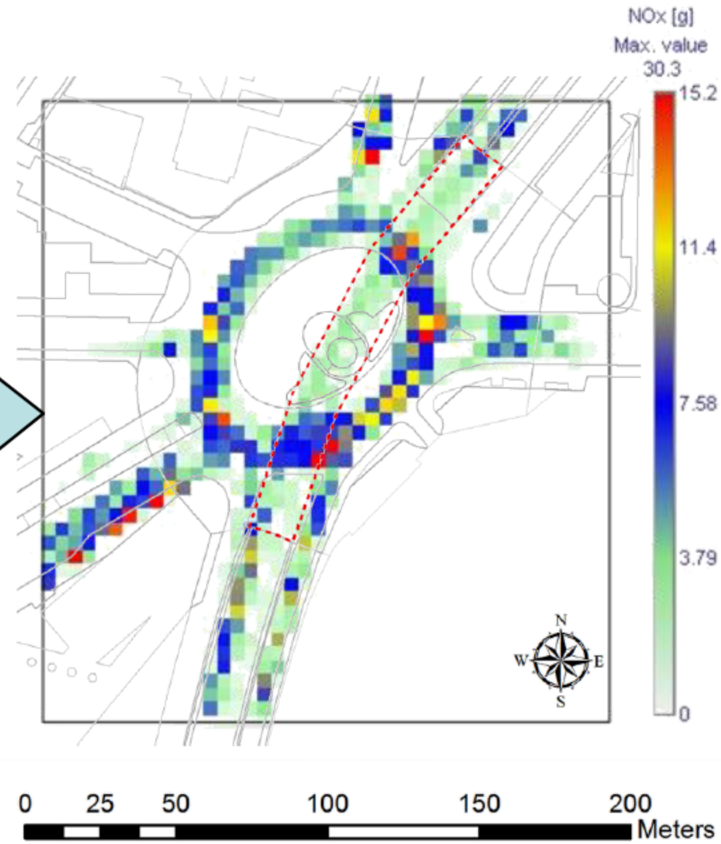


- The inverse relationship between average speed and emission is clearly reproduced by the microscale model



Average speed (E2): high traffic intensity, saturated
(Wednesday 8:00-9:00 AM)

NO_X emissions (E2): 1721 gr/h

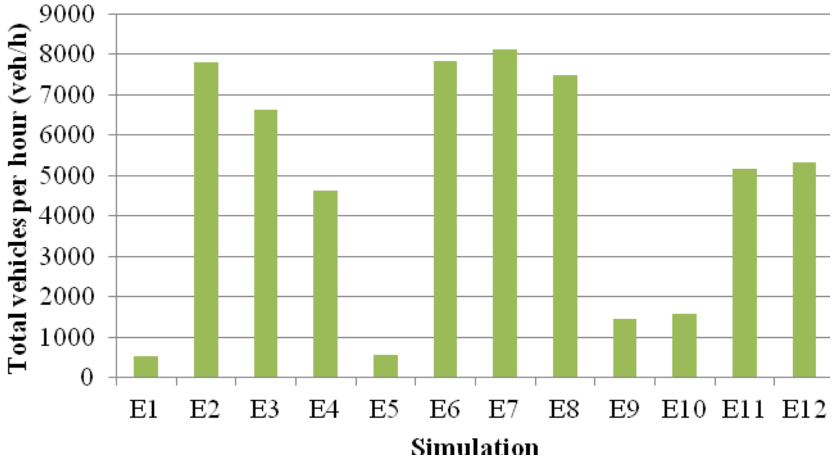


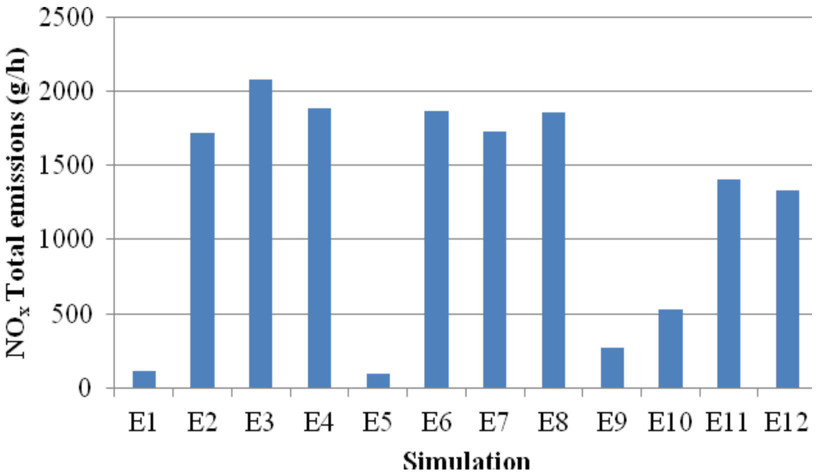
- NO_X hourly emissions in the square range from 100 to more than 2000 grams

- Maximum emissions (afternoon peak hour) do not correspond to maximum traffic intensity

- There is a significant variation in emissions per vehicle and distance travelled throughout the day / week

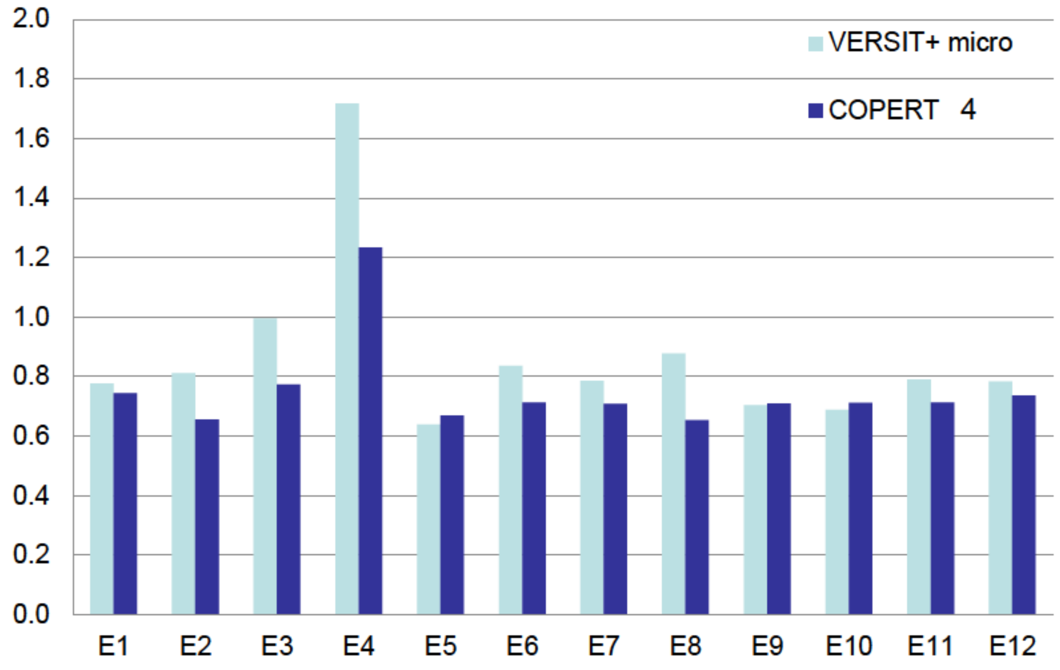
- Vehicle type emission contribution (not shown) also varies considerably





- Secondary emission factors as a function of speed have been computed for each scenario and compared with the corresponding outputs of the mesoscale model

COPERT IV and VERSIT+ micro NOx emissions factors (g/km) for passenger car



- Mean normalized bias error = 15.5% (taking COPERT as a reference)
- Deviations of VERSIT+ at scenario level range between -5% and 40%

4. CONCLUSIONS

- Road traffic is the main emitting sector in Madrid
- The methodology applied to compute emissions at microscale shows promising results
- Good agreement with well-known average speed algorithms used for mesoscale modeling
- According to the results, complementary local measures in hot spots may play a relevant role in future air quality policies

Next steps (microscale emission modeling)

- Apply the methodology to other hot spot configurations (junctions, street canyons, etc.)
- Better understanding and refinement of emission computation algorithms to expand the vehicle type categories available and make full use of the data provided by the fleet characterization study
- Enhance emission results exportability and other issues for postprocessing and integration with CFD codes (numerical results, grid cell size) for hot-spot air quality modeling

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de la calidad del aire urbano

Acknowledgments:

Programas de Actividades de I + D entre grupos de investigación de la Comunidad de Madrid en Tecnologías 2013

- The Madrid City Council provided the mesoscale traffic model outputs, traffic cameras and funded this studys
- The fleet characterization study was possible thanks to the collaboration of the national traffic authority (DGT), the Municipal Transport Company (EMT, S.A.), Madrid Calle 30, S.A.
- The TECNAIRE-CM research project was funded by the Madrid Greater Region (S2013/MAE-2972)
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Thank you for your attention!

rborge@etsii.upm.es